constructed of TRU (thermal foamable rigid urethane) with material properties of 7 mm thickness, Young's modulus of elasticity = 2e9, density of 231 kg/m^3, damping of 4.5%. The headliner 11 was covered with a foam coverstock 28 for cosmetic and damping purposes. Although well established sound reinforcement guidelines of signal delay vs. signal level difference exist for success of precedence with discrete drivers, these must be modified to account for any significant headliner diaphragm vibrations traveling faster than the speed of sound in air. This is typically accomplished through trial and error techniques with listening evaluations.

In The Claims

Please replace claims 1 and 38 as shown below. A marked up version of the amended claims is attached to this Amendment.

1. (Amended) An audio system for use in a vehicle having a roof, the system comprising:

an acoustically-insulating headliner adapted to be mounted adjacent the roof so as to underlie the roof and shield the roof from view, the headliner having an upper surface and a sound-radiating, lower surface;

a source of audio signals;

an array of electromagnetic transducer assemblies supported at the upper surface of the headliner;

signal processing circuitry coupled to the assemblies for processing the audio signals to obtain processed audio signals wherein the assemblies convert the processed audio signals into mechanical motion of corresponding zones of the headliner and wherein the headliner is made of a material which is sufficiently stiff and low in density so that substantially the entire headliner acts as a single headliner speaker diaphragm and radiates acoustic power into the interior of the vehicle with a frequency range defined by a lower limit of 100 hertz or less and an upper limit of 12 kilohertz or more and the processed audio signals at a low end of the frequency range are matched to the processed audio signals at mid and high ends of the frequency range.

100 – 12 KHz

38. (Amended) The system as claimed in claim 1 further comprising at least one microphone positioned in the interior of the vehicle for intra-cabin and extra-cabin communications.

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Please add new claims 43 and 44 as follows:

43. (New) An audio system for use in a vehicle having a roof, the system comprising:

an acoustically-insulating headliner adapted to be mounted adjacent the roof so as to underlie the roof and shield the roof from view, the headliner having an upper surface and a sound-radiating, lower surface;

a source of audio signals;

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an array of electromagnetic transducer assemblies supported at the upper surface of the headliner;

signal processing circuitry coupled to the assemblies for processing the audio signals to obtain processed audio signals wherein the assemblies convert the processed audio signals into mechanical motion of corresponding zones of the headliner and wherein the headliner is made of a material which is sufficiently stiff and low in density so that the headliner radiates acoustic power into the interior of the vehicle with a frequency range defined by a lower limit of 100 hertz or less and an upper limit of 12 kilohertz or more and the processed audio signals at a low end of the frequency range are matched to the processed audio signals at mid and high ends of the frequency range and wherein the headliner material has a stiffness between 1E9PA and 5E9PA and a density of between 100 and 800 kilograms per meter cubed.

1-5

44. (New) An audio system for use in a vehicle having a roof, the system comprising:

an acoustically-insulating headliner adapted to be mounted adjacent the roof so as to underlie the roof and shield the roof from view, the headliner having an upper surface and a sound-radiating, lower surface;

a source of audio signals;

an array of electromagnetic transducer assemblies supported at the upper surface of the headliner;

signal processing circuitry coupled to the assemblies for processing the audio signals to obtain processed audio signals wherein the assemblies convert the processed audio signals into mechanical motion of corresponding zones of the headliner and wherein the headliner is made of a material which is sufficiently stiff and low in density so that the headliner radiates acoustic power into the interior of the vehicle with a frequency range defined by a lower limit of 100 hertz or less and an upper limit of 12 kilohertz or more and the processed audio signals at a low end of the frequency range are matched to the processed audio signals at mid and high ends of the frequency range and wherein the headliner material has a stiffness (modulus of elasticity, Youngs modulus) between 1E9 Pa and 5e9 Pa and a density between 100 and 800 Kg/m^3 and wherein the headliner material may be made from single materials or composites.